Roosevelt Way NE Open House
Questions and Answers
August 28, 2012

**What is SDOT planning for Roosevelt Way NE?**
SDOT is planning changes to Roosevelt Way NE from NE 75th Street to NE 85th Street improve safety and traffic flow for all modes of travel. Summary of proposed changes:

- A dedicated bicycle lane would be added in the uphill (northbound) direction so that slower moving people on bicycles do not hold up traffic.
- Shared lane markings (sharrows) would be installed in the downhill (southbound) direction
- On-street parking would be restricted all day ("No parking anytime") on the west side of Roosevelt Way NE from NE 75th Street to NE 85th Street
- 13 parking spaces would be restricted ("No parking anytime") on the east side of Roosevelt Way NE near NE 75th Street and NE 80th Street to improve traffic signal operations
- 71 parking spaces would be retained on the east side of Roosevelt (which is more than enough to accommodate the peak demand for on-street parking).
- The new parking lane on the east side of the street would be wider than the current parking lanes
- The new bicycle lane would also serve as a buffer between parked cars and cars traveling on the street

**How will this impact on-street parking on Roosevelt Way?**
SDOT has conducted parking utilization studies since spring of 2010 and found peak parking utilization rates of 44% on the west side and 31% on the east side of the street. The proposal removes 61 parking spaces from the west side, and 13 from the east side to accommodate turning movements at the traffic signals. There will still be 71 parking spaces on the street, which is more than enough to accommodate the highest observed peak demand for on-street parking.

**What are the current traffic volumes and speeds?**
The traffic volume is 10,547 cars per weekday. Traffic volume is higher southbound than northbound. Peak-hour volume northbound is approximately 198 in the morning and 448 in the afternoon. Southbound is higher at 619 in the morning and 587 in the afternoon. The speed limit is 30 mph. The 85$^{th}$ percentile speed, which is the speed most people are driving, is 30.6 mph northbound and 31.5 mph southbound.

**What's the traffic volume history on Roosevelt?**
Traffic volume on Roosevelt increased approximately 40% between 1961 (the year before I-5 was completed) and 1989. Since 1990, in spite of a 20% increase in the city population, traffic volume leveled off and is actually a little bit lower on Roosevelt than it was 20 years ago. And it's not explained by the recession or gas prices necessarily. Traffic volume was flat even before the recession began. This is consistent with citywide traffic data as well. For whatever reason, people are finding different ways of getting around other than driving.

**How much transit is there on this road?**
Route 66 (Northgate to downtown) operates between NE 75$^{th}$ and 80$^{th}$ Streets. Route 67 (Northgate to the U District) operate between NE 75$^{th}$ and 80$^{th}$ Streets. Route 68 (Northgate to the University Village) operates between NE 75$^{th}$ and 85$^{th}$ Streets. All three routes operate on approximately 30-minute headways.

**How does Roosevelt Way NE fit into the city's planned bicycle network?**
There are existing bicycle lanes on Roosevelt north of NE 85th Street that connect to Northgate. There are existing bicycle lanes south of NE 75th Street on Roosevelt and 12th that connect to the Burke-Gilman Trail and to Eastlake via the University Bridge. Completing this bicycle lane will provide a link connecting the Cheshiahud Lake Union Trail, the Burke-Gilman Trail, the University of Washington, the University District, the Roosevelt neighborhood, Maple Leaf and Northgate. It will provide non-motorized options to access new light rail stations in Northgate and Roosevelt.

**Can I load and unload in an area that's signed for "No Parking?"**
You may quickly load and unload in a no-parking zone as long as you don't cause traffic delays or backups. For example if you need to drop off a passenger curbside in front of your house you may do so even in a no-parking zone. The driver should stay with the vehicle at all times.

**What's the project schedule?**
We're seeking your comments now in an effort to improve the proposed design. Comments and questions received by September 12 will guide design considerations. A Q&A addressing comments receive as part of this outreach will be available in late September. Design will continue through early October. Changes to striping and parking may occur in October.

**Will there be other opportunities to comment on the plans?**
Yes. If you signed in tonight, you will be added to the project mailing list and will receive future updates. Comments are also accepted at walkandbike@seattle.gov or by calling 206-684-7583. You can learn more about the project here: http://www.seattle.gov/transportation/bikeprojects/roosevelt_way.htm .

**How has SDOT reached out to the neighborhood?**
A proposal for a bicycle lane on Roosevelt was presented to the community in 2010. At that time, SDOT staff heard concerns about in-lane bus stops, signal operations, traffic diversions from 15th Avenue NE, speeding, and requests for more marked crosswalks in the business district. In order to address those concerns, SDOT conducted additional studies and modified the proposed design to address the findings. SDOT staff met with the Maple Leaf Community Council in June, 2012 and attended the Maple Leaf Ice Cream Social in July, 2012. SDOT mailed 5,311 flyers throughout the neighborhood inviting people to attend the open house and submit comments. SDOT sent a news release announcing the open house to media outlets.

**How will this impact transit?**
The original proposal, presented in 2010, would have created three new in-lane bus stops where traffic would wait behind a bus while it loaded and unloaded in the travel lane. SDOT heard concerns about this design and how it would impact traffic flow. SDOT revised the design so that there will only be one in-lane bus stop. At all the other bus stops there will be enough room for cars and bicycles to pass the bus while it loads and unloads.

**How will this impact the traffic signals at NE 75th and NE 80th Streets?**
Traffic signal level of service will be unchanged. The proposed design allows through traffic to pass turning vehicles at these traffic signals.

**What if the new park generates additional demand for street parking?**
The expansion of Maple Leaf Park will offer features and amenities that the city expects to primarily attract local residents. Most of these new trips to the park are expected to be made by walking or biking. The park elements that attract the most car traffic – specifically the ball fields – will be renovated but not expanded. SDOT will conduct parking studies after the park is opened. If more parking is needed at that time, SDOT will study the feasibility of opening additional on-street parking adjacent to the park.